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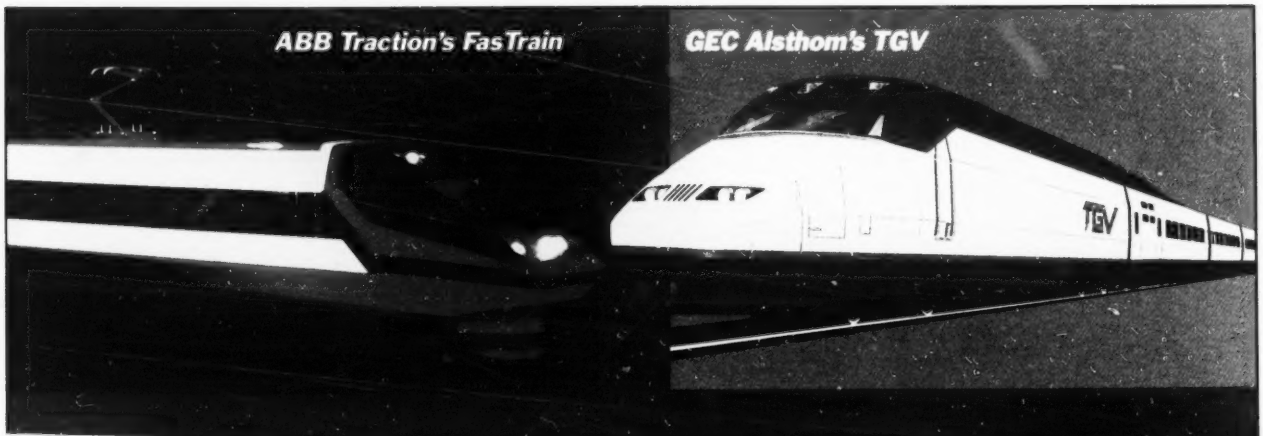
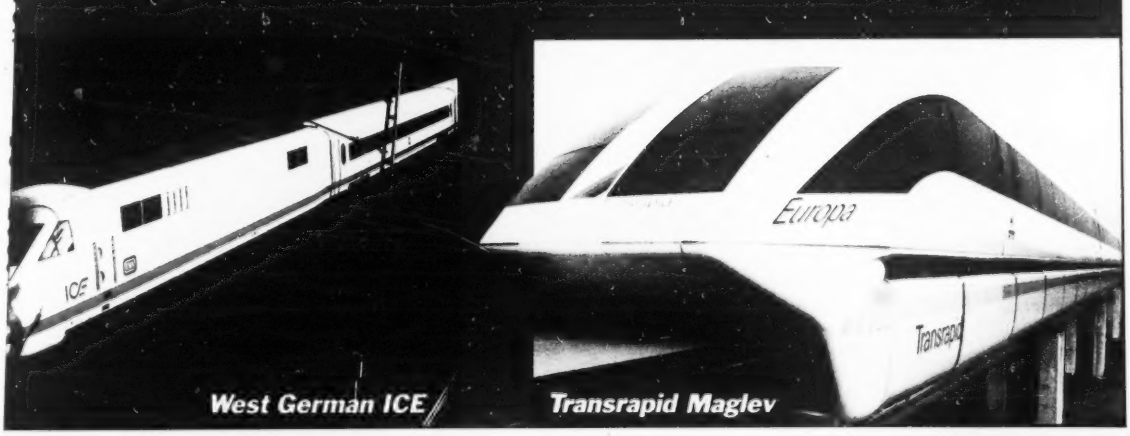


Steel-on-steel vs. maglev: The great train race heats up



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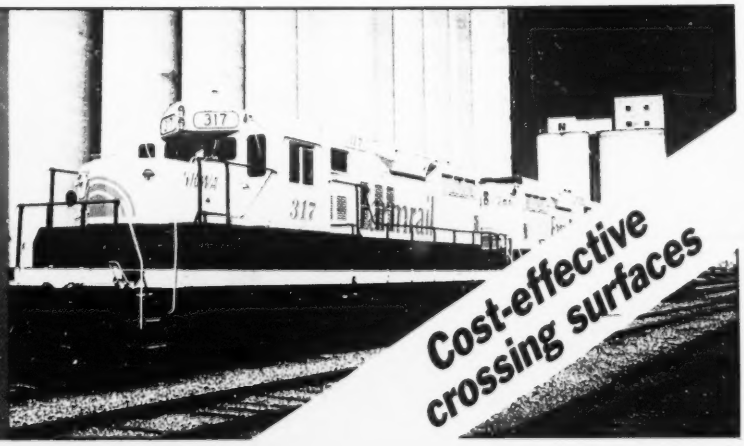
1990 REGIONAL RAILROAD PLANNER'S GUIDE



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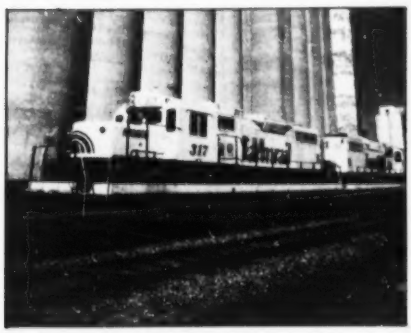
Features

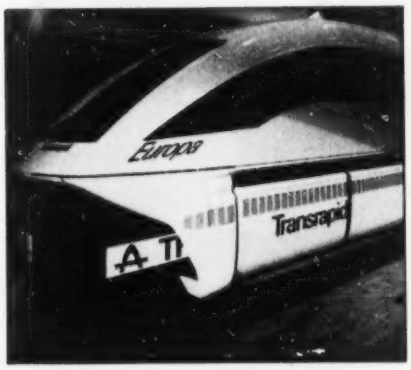
30 Crossing surfaces: Which is best?

To find which best fits your needs, one expert advises that you factor into the equation rail as well as vehicular traffic, plus initial and maintenance costs.



35 Regional Railroad Planner's Guide

If you had it to do all over again, what would you do differently? *Railway Age* put this and other questions to a cross-section of regional railroad CEOs. Their replies add up to trenchant advice for others contemplating going into the regional/short line business.



57 Toronto: Back on track?

Following years of capital neglect, the Government of Ontario plans to spend $5 billion (Canadian) on transit improvements, mostly for TTC and GO Transit.

Cover: Farmrail photo by Gary Benson

70 The high speed race heats up

Steel wheel trains—like France's TGV, Sweden's FasTrain, and Germany's ICE—remain the odds-on favorites in long-distance corridors where planning is most advanced. But maglev is coming on fast as a challenger, with test installations now planned in Florida and Pennsylvania.

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MARKET OUTLOOK

Equipment

Metro-North: Ordered 20 commuter coaches from Bombardier at a cost of approximately $20 million; exercise of an option for ten additional coaches would bring the total value of the order to $30 million. The cars will be built at Bombardier's plants in La Pocatiere, Que., and Barre, Vt.; delivery will take place in April-July 1991. The cars will be similar to 76 which Bombardier has delivered to Metro-North since 1981. They are based on a Pullman design which Bombardier acquired when it purchased Pullman Technology Inc. in 1986.

Trailer Train: Directors have approved expenditure of $360 million for new equipment in 1990, an increase of $95 million over a previously-authorized $265 million. Main purchases will be double-stack wells and intermodal platforms. In 1989, Trailer Train installed new equipment valued at $188 million. During the five-year 1985-89 period, equipment acquisitions totaled $582 million. During the five-year 1990-94 period, Trailer Train expects to install new cars worth more than $1 billion.

New York City Transit Authority: Awarded a contract to STV/Seelye Stevenson Value & Knecht for engineering design review, inspection, and test monitoring of 1,242 subway cars that are being overhauled in a three-year program costing $823 million.

British Rail: Awarded a contract to Kershaw Manufacturing Co., Montgomery, Ala., for a High Output Ballast Cleaning System (HOBC), following a worldwide competition. Kershaw says HOBC is based on the Super System that has been in use in the U.S. for more than two years. It will differ from existing ballast cleaners in several ways—a different type of excavating mechanism is used; the work rate is faster (a peak rate of 460 meters per hour is specified); and it starts work within about 15 minutes after arrival at the site without any site preparation.

Facilities

Union Pacific: Opened a $2.2-million automobile distribution facility at West Memphis, Ark., to serve Toyota and dealers in the mid-south region. The 13.2-acre facility has two 1,600-foot tracks, and a parking area for 410 vehicles.

Revenue freight carloadings

Commodity	Apr. 7 week	Mar. 31 week	Mar. 24 week	Mar. 17 week
Grain	28,840	29,482	28,706	29,233
Other farm products	1,808	1,784	1,721	1,567
Metallic ores	17,164	17,157	15,732	14,015
Coal	125,986	133,120	133,506	131,543
Crushed stone, gravel and sand	14,575	15,238	14,366	13,149
Nonmetallic minerals	9,986	10,129	9,280	9,583
Grain mill products	10,169	10,439	10,803	10,395
Food and kindred products	8,614	8,955	8,988	8,780
Primary forest products	9,856	10,331	9,910	10,351
Lumber and wood products	6,616	7,886	6,726	6,372
Pulp, paper and allied products	10,487	11,505	10,319	10,639
Chemicals and allied products	29,281	30,113	28,958	28,669
Petroleum products	4,941	5,184	5,226	4,923
Stone, clay and glass products	10,133	10,554	10,163	9,982
Coke	6,380	5,991	5,674	5,650
Metals and products	9,529	10,887	10,017	9,822
Motor vehicles and equipment	18,021	20,366	19,478	19,266
Waste and scrap materials	8,674	8,391	8,459	8,503
Forwarder and shipper assn. traffic	7,160	6,370	6,325	6,483
All other carloads	338,220	353,882	344,357	338,925
Total Cars Loaded	(2.9)	1.9	3.1	(2.1)
% change from previous year				

		% change
Cumulative total: 14 weeks	4,704,486	.8

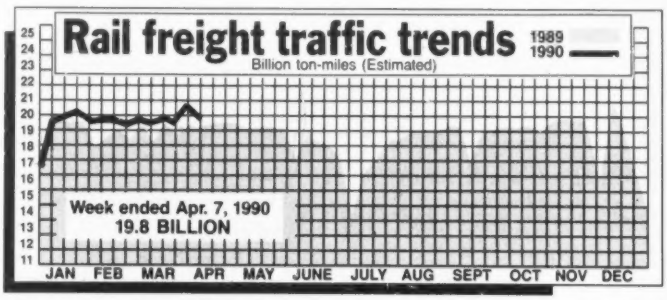
Estimated revenue ton-miles (billions)	19.8	20.4	19.7	20.0
% change from previous year	(.5)	3.0	(1.5)	3.6

Total:	1990	1989	% change
14 weeks	273.1	269.1	1.5

Intermodal traffic

	Apr. 7	Mar. 31	Mar. 24	Mar. 17
Trailers	68,745	70,373	67,791	68,528
Containers	51,557	50,685	52,381	51,520
Total	120,302	121,058	120,172	120,048
% change from previous year	2.8	5.1	5.7	3.2

		% change
Cumulative total: 14 weeks	1,633,709	4.0



Source: Association of American Railroads

Freight cars

	DELIVERED 1st quarter 1990	DELIVERED 1st quarter 1989	ORDERED 1st quarter 1990	ORDERED 1st quarter 1989	ON ORDER AND UNDELIVERED Jan. 1 1990	ON ORDER AND UNDELIVERED Jan. 1 1989
Built new by carbuilders	8,892	7,286	5,556	11,040	13,537	19,707
Built new in RR shops	0	0	0	0	0	0
Built new—Total	8,892	7,286	5,556	11,040	13,537	19,707
Rebuilt	308	0	308	0	0	0
TOTAL	**9,200**	**7,286**	**5,864**	**11,040**	**13,537**	**19,707**
Locomotives (new and rebuilt)	N/A	N/A	N/A	N/A	N/A	N/A

Source: American Railway Car Institute